

## CLAIMS

1. Method for controlling a propulsion drive, which drive comprises at least one first propeller drive, which rotates a first propeller, and by which the propulsion power and /or rotating speed of the first propeller is adjusted, and at least one second propeller drive, by  
5 which a second propeller is rotated and adjusted, whereby the first and the second propeller drive are essentially separated from each other, **characterized** in that in the method the propulsion drive is controlled by a single control command, whereby a first control signal for controlling the first propeller drive, and a second control signal for controlling the second propeller drive, are generated from the control command.
- 10 2. Method according the claim 1, **characterized** in that the first and the second control signal are generated to result an optimal combined propulsion and/or steering power.
3. Method according the claim 1, **characterized** in that the propellers driven by the first and the second propeller drives are arranged on the essentially same horizontal level, and that the propellers are rotated in the opposite directions.
- 15 4. Method according the claim 1, **characterized** in that the first propeller drive is an electrical motor drive that has been arranged into an azimuth pod.
5. Method according the claim 1, **characterized** in that the second propeller drive is a power engine that has been arranged on a fixed shaft.
6. Method according the claim 1, **characterized** in that the propeller blades of the sec-  
20 ond propeller drive are controlled.
7. Method according the claim 1, **characterized** in that the propellers of the both propeller drives have fixed blades.
8. Method according the claim 1, **characterized** in that the rotating speed of the second propeller drive is controlled.
- 25 9. Method according the claim 1, **characterized** in that the rotating speed of the first propeller drive is controlled.

10. Method according the claim 1, **characterized** in that the power of the first and/or the second propeller drive is controlled.

11. Method according the claim 1, **characterized** in that in the emergency situation the blade angle of the first propeller and the operating speed of the second propeller are ad-  
5 justed simultaneously so that they concurrently have zero value and that both the blade angle and the operation speed of the propeller are further adjusted towards the opposite direction until causing the stop of the ship.

12. Apparatus for controlling a propulsion drive, which comprises at least one first pro-  
peller drive, which rotates a first propeller, and by which the propulsion power and/or the  
10 rotating speed is controllable, and at least one second propeller drive, by which a second propeller is rotatable and controllable, whereby the first and the second propeller drive are essentially separated from each other, **characterized** in that the apparatus comprises a control device to control the propulsion drive by a single control command, whereby  
based on the control command the control device generates a first control signal, by  
15 which the first propeller drive is controllable, and a second control signal, by which the second propulsion drive is controllable.